

Place Development

Kennedy Bay

Coastal Village Town Centre Parking Strategy

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Version Control and Approval

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I Glossary

1.1.1 A glossary is provided to assist with unfamiliar parking or project terms.

- **ACROD parking:** Western Australian term for parking for those with disabilities
- **Active transport modes:** Non-motorised modes of transport which require physical activity, including walking and cycling
- **CoR:** City of Rockingham
- **EV:** Electric vehicles
- **Long term parking:** Parking for more than six hours
- **Medium term parking:** Parking for between three and six hours
- **Modal split:** The percentage or number of travellers using each type of transport
- **Occupancy:** The proportion of parking spaces utilised within an area
- **Off-street parking:** Parking which is not located on the street; can be either private or public
- **On-street parking:** Kerbside public parking bays, including parallel, angle and 90 degree parking
- **Reciprocal parking:** Parking facilities serving multiple uses, potentially across multiple sites, where the peak parking demand varies. For example, daytime office parking shared with evening restaurant parking
- **Short stay parking:** Parking for three hours or less
- **TIA:** Transport Impact Assessment, required to be prepared in line with the Western Australian Planning Commission Transport Assessment Guidelines
- **User pays:** Pricing strategy in which the full cost of the services used is covered by the consumer.

1.1.2 There are additionally a number of development specific terms:

- **Local Centre:** The Local Centre is the primary focus of this Parking Strategy, comprising the town centre element of the Kennedy Bay Coastal Village
- **Kennedy Bay Coastal Village:** refers to the wider development, which is the subject of the Kennedy Bay Coastal Village Structure Plan
- **Kennedy Bay Coastal Village Structure Plan:** Refers to the Structure Plan prepared for the Kennedy Bay Coastal Village development.



2 Introduction

2.1 Overview

2.1.1 This Parking Strategy has been prepared by PJA on behalf of Place Development in relation to the proposed town centre development of the Kennedy Bay Coastal Village. The vision for the Coastal Village is to be:

“a relaxed coastal village attracting new residents and visitors to its protected north-facing beach, a unique place along Perth’s coastline”.

2.1.2 To achieve this vision, the development proposals include a small town centre consisting commercial and tourism land uses, surrounded by residential dwellings.

2.1.3 The Kenndy Bay Coastal Village town centre is therefore the subject of this Parking Strategy and will be referred to herein as the ‘Local Centre’.

2.2 Parking Strategy Context

2.2.1 The Local Centre element of the Kennedy Bay Coastal Village development is the subject of the *Kennedy Bay Coastal Village Local Development Plan* (LDP), with the most recent LDP dated October 2023. In relation to car and cycle parking, the LDP states that *“The Intent and Objectives described for these elements in the R-Codes Vol.2 applies”*.

2.2.2 R-code volume 2 relates to Apartments, with Table 3-9 providing parking ratios as reproduced in Table 2-1. Location A is defined as being *“within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre”*, whilst all other locations are Location B. The Kennedy Bay Coastal Village, including the Local Centre, will fall within the remit of Location B, with the proposed bus service between Port Kennedy Marina and Warnbro station providing a 20-minute peak frequency and 60-minute off-peak frequency.

Table 2-1: R-Codes Parking Ratio for Apartments

Parking Types		Location A	Location B
Car Parking	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13 th dwelling and above	
Bicycle Parking	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle / Scooter Parking	Developments exceeding 20 dwellings provide 1 motorcycle / scooter space for every 10 car bays. Note: for each five motorcycle / scooter parking bays providing, car parking may be reduced by one bay.		

2.2.3 R-code volume 1, although not specifically referred to within the LDP, covers houses. It is noted that this covers dwellings in areas coded R40 or less, which are not located within mixed use developments or activity centres. For multiple dwellings in areas coded R40 or greater; within mixed use development and activity centres, the standards note that R-Codes Volume 2 would apply.

Table 2-2: R-Codes Parking Ratio for Houses

Dwelling Size	Location A	Location B
1 bedroom dwelling	1	1
2+ bedroom dwelling	1	2

2.2.4 Additional parking is required with R-code volume 1 for visitors.

Table 2-3: Visitor Parking

Dwellings	Visitor Bays
0-3	Nil
4	1
5-8	2
9-12	3
13-16	4
17+	1 additional bay for every 4 dwellings or part thereof

2.2.5 Of relevance to the Local Centre is the City of Rockingham Town Planning Scheme No. 2, which was approved by the Rockingham City Council in 2004 and updated in 2023.

2.2.6 Table No.4 of the Planning Scheme No. 2 sets out minimum parking requirements for zones other than the ‘Primary Centre City Centre’ and ‘District Town Centre’ zones. The rows of said table which are relevant to the proposed land uses in the Local Centre are presented as Table 2-4. It should be noted that minimum standards such as these tend to be conservative and lead to an oversupply of under-utilised car parking, whilst not considering the opportunity costs of parking or responding to demand management.

Table 2-4: Car parking requirements for non-residential land uses (City of Rockingham)

Use Class	Minimum Parking Requirement
Child Care Premises	1 bay per employee and 1 bay per eight children
Hotel	1 bay per bedroom, plus 1 bay for every 5m ² of bar and public areas, including lounges, beer gardens and restaurant/café
Shop	6 bays per 100m ² NLA
Tavern	1 bay for every 5m ² of bar and public areas, including lounges, beer gardens and restaurants

2.2.7 Clause 4.15.4 of the Planning Scheme further specifies that *“Where a development comprises separate uses that operate at different times to one another, the Local Government upon being satisfied that such separate operating times will be permanent, may determine the parking requirements on a reciprocal-*



use basis, providing conditions specifying separate operating times are imposed on the development approval and these conditions are complied with at all times.”

- 2.2.8 Alongside the above, it is noted that development policy for the Waterfront Village¹ sets out a number of key parking principles, including the need to: *“Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable”,* providing, *“Where possible provide public parking in preference to private parking”*. The development policy seeks to *“ensure that, where appropriate, statutory carparking standards should not become an impediment to successful urban townscape reconstruction”*. Whilst Waterfront Village is located closer to Rockingham’s ‘Primary Centre’ and would therefore have excellent sustainable connectivity, this does demonstrate the potential for shared off-plot parking in the City of Rockingham (CoR).

2.3 Objectives

- 2.3.1 The CoR provided the following advice in relation to the LDP:
- *“Ensure an appropriate level of parking, in terms of numbers, to the size and scale of likely developments, especially for the two front lots adjoining the foreshore.*
 - *Ensuring how parking works across the entire Local Centre needs to be carefully considered and should be resolved in the LDP to ensure no issues at the time of DA lodgement. We don’t want to either limit developments or conversely have a significant shortfall in parking.”*
- 2.3.2 This Parking Strategy has been prepared to address these comments. Thus, the primary objective of this Parking Strategy is to illustrate that the parking proposed for the Local Centre is appropriate to support the proposed land uses, focussing on the efficient supply, use and management of parking within the development.
- 2.3.3 This Parking Strategy recognises that parking demand will change over time as a result of emerging transport technologies and changing user behaviour. Whilst it is likely that the car will remain the dominant mode of travel for some time, growth pressures mean a more balanced transport system is required, supporting car use alongside public transport, walking and cycling. As such, a ‘demand management’ approach has been adopted as opposed to the traditional ‘predict and provide’ approach.
- 2.3.4 The ‘predict and provide’ approach applied in the minimum rates set by CoR (outside Primary Centre City Centres and District Town Centres as highlighted in 2.2.4) is based on the assumption that every destination should wholly satisfy parking demand and that parking should be free or low cost with little disincentive to car use. By contrast, the ‘demand management’ approach is based on the movement of people and goods, and requires the efficient use of parking. It is generally based on the strategy of providing paid parking close to destinations (user-pays) and lower cost or free parking within a

reasonable walking distance. High quality pedestrian infrastructure is required to connect the parking to the destinations. The ‘demand management’ approach is therefore implied as the key principles for City Centres and Town Centres and is adopted for the parking management of the Local Centre.

- 2.3.5 To achieve this approach, the following key principles apply:

- A demand management rather than demand satisfaction approach will apply to the provision of parking.
- An active and transit focussed environment will be created, reducing private car use.
- Parking management will be key to ensuring the efficient use of parking, and that inappropriate parking does not occur.

2.4 Related Documents

- 2.4.1 This Parking Strategy has been prepared with reference to:
- The Transport Impact Assessment (TIA) prepared by Stantec to support the Kennedy Bay Structure Plan, dated November 2023
 - The Kennedy Bay Coastal Village Local Development Plan
 - The City of Rockingham Town Planning Scheme No. 2
 - Brewery Technical Note prepared by PJA, dated 16th November 2023.

¹ City of Rockingham Planning Policy No.3.2.5 Development Policy Plan Waterfront Village Sector



3 Development Proposals

3.1.1 The Local Centre development proposals include the following key areas:

- **Kennedy Bay Foreshore:** a range of formal and informal public spaces, largely centred around the Foreshore Plaza. The plaza will provide pedestrian access through to the beach and jetty, and is designed as a multi-purpose space allowing for potential events such as exhibitions and markets.
- **Main Street:** the north-south street through the local centre, connecting to the residential development with views to and from the Golf Course club house. This street has been designed to encourage community activity.
- **Wider urban blocks:** beyond Main Street, urban blocks will create a permeable grid, with streets designed to create a low speed, pedestrian focussed residential environment.

3.1.2 The Local Centre proposals are set out in Table 3-1, with the layout plan provided as Figure 3-1.

Table 3-1: Proposed Development

Lot	Structure Plan Zoning	Preferred Land Use	Vehicle Access	Parking	Notes
Lot 1	Commercial R-ACO	Commercial, cafe, restaurant, tavern, brewery, tourism, residential	From Sea Beach Way	To be centralised and concealed, particularly away from the Foreshore Plaza	
Lot 2/3	Commercial R-ACO	Residential, mixed-use Opportunity for commercial and home businesses on ground floor fronting the street	Garages to be provided		Residential proposed, not included within this Parking Strategy
Lot 4	Commercial R-ACO	Ground Floor: Commercial, cafe, restaurant, residential Upper floors: Residential, commercial, short-stay residential	From Sea Beach Way. No vehicle access permitted from Kennedy Bay Key	Parking to be provided on south western side of the site	
Lot 5	Residential R80-R100	Residential	Garages and driveways		Residential proposed, not included within this Parking Strategy
Lot 6	Commercial R-ACO; and Residential R80-R100	Residential, mixed-use Opportunity for commercial and home businesses on ground floor fronting the main street and POS	Garages to be provided		Residential proposed, not included within this Parking Strategy
Lot 10	Commercial R-ACO	Child care, gym, health studio, recreation - private	From Course Lane. No vehicle access permitted from Kennedy Bay Key	Parking to be provided on southern side of the site, with opportunity to link with existing parking to the south	
Lot 3019	Commercial R-ACO	Commercial, cafe, restaurant, short-stay residential, tourism	From Sea Beach Way	To be centralised and concealed, particularly away from the Foreshore Plaza	

Figure 3-1: Local Centre Development – Plan prepared by Cossill and Webley with PJA annotations

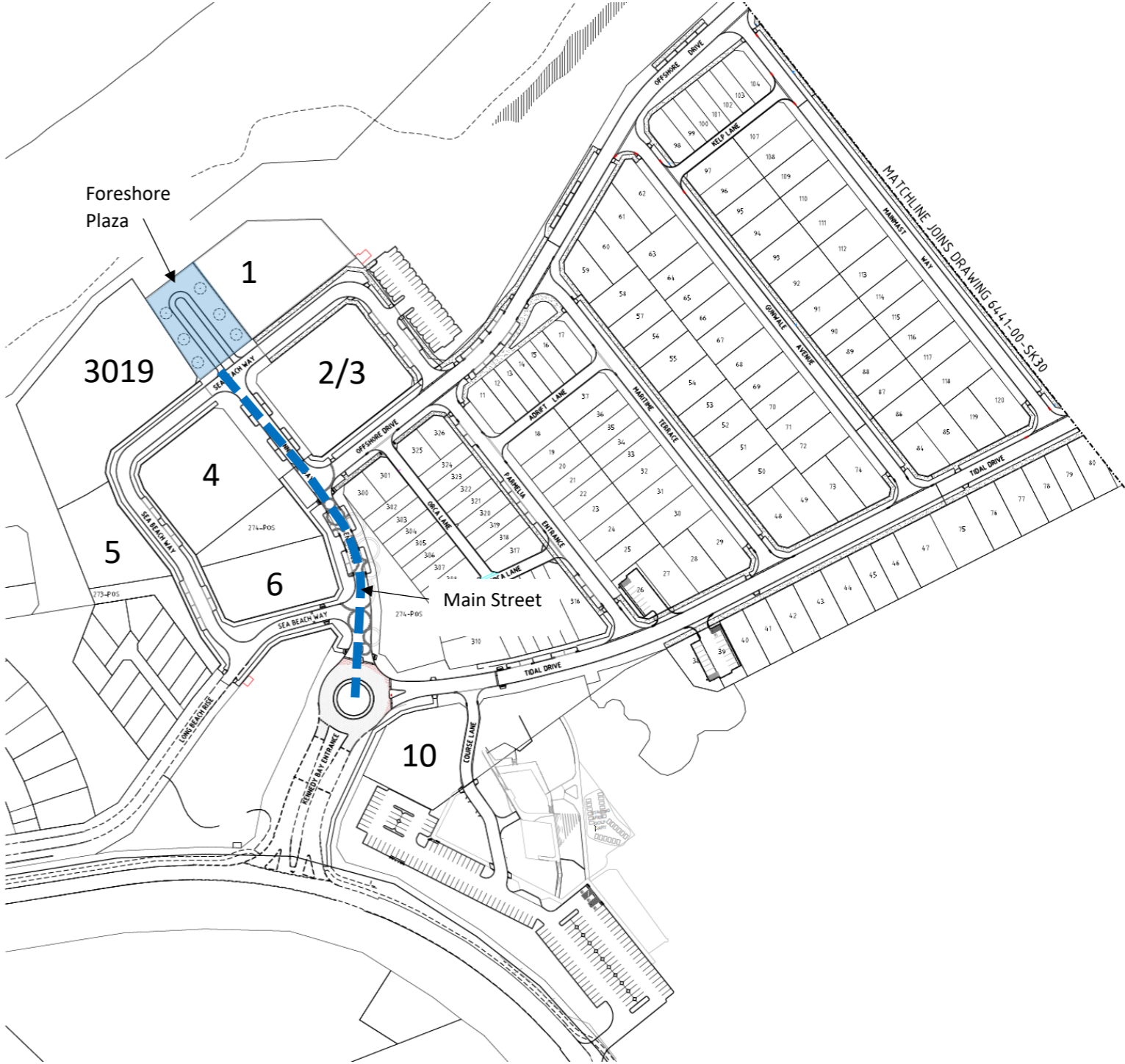




Figure 3-3: Structure Plan with Development Stages. Plan prepared by Rowe Group, dated 16/11/2022





4 Sustainable Accessibility

4.1 Walking and Cycling

- 4.1.1 There is very good opportunity for trips within the proposed Kennedy Bay Coastal Village to be undertaken on foot or by cycle, including trips by residents to the Local Centre. There is an existing circa 2.5m width high quality shared path along the Port Kennedy Foreshore, with the Structure Plan incorporating regular points of access to this.
- 4.1.2 Furthermore, to ensure active travel is a real option for people, paths will be provided in accordance with Liveable Neighbourhoods guidelines and the CoR standards.

4.2 Rail

- 4.2.1 Warnbro railway station is located circa 5km northeast of the development. It is accessible within a 30-minute cycle ride via the coastal cycle path or an 11-minute drive. The station is served by the Mandurah Line, which is served by up to six trains an hour during the morning peak.
- 4.2.2 Rockingham city centre can be reached in under five minutes by train, and Perth Underground station, where interchanges can be made onto other lines in the Transperth network, can be reached in around 40 minutes.

4.3 Bus

- 4.3.1 At present, there is no bus service which serves Kennedy Bay Coastal Village directly. The nearest bus stop is Bus on Port Kennedy Drive, and is called 'Turnaround Rd Before Bayside Bvd'. This stop is 1.3 km from the entrance to the development. It serves as the terminus for the 560 bus, which connects to Warnbro Station. It has a 30-minute weekday frequency between 05:17 and 18:33.
- 4.3.2 As part of the Kennedy Bay Coastal Village Structure Plan TIA, prepared by Stantec in November 2023, there is a proposal to provide a bus service through the development between Port Kennedy Marina and Warnbro station. This proposal would likely provide a 20-minute peak and 60-minute off-peak frequency and would be accessible from the Local Centre within a 250m walk.



5 Car Parking Appraisal

5.1 Local Centre Proposed Car Parking

- 5.1.1 The LDP sets out that “car parking has been carefully considered so as not to detract from the intended character of streetscapes”. As such, parking will be distributed throughout the precinct to meet resident and visitor needs, with off-street car parking proposed in the foreshore reserve and at the Kennedy Bay Links Golf Course.
- 5.1.2 Within the wider Kennedy Bay Coastal Village there is currently and proposed to be formalised embayed on-street parking, off-street parking areas and sections of streets where there will be the ability for vehicles to park on the roadway.
- 5.1.3 As set out in the Foreshore Management Plan, the subdivision approval requires that parking is provided for regional beach purposes. This specifies a minimum requirement for 15-20 bays and will be accommodated in the Foreshore Reserve car park. As shown in Table 5-1, 24 bays have been allowed for regional beach purposes in the Foreshore Reserve Car Park, with the remainder available for reciprocal parking. This therefore provides a robust assessment.
- 5.1.4 Furthermore, according to the Development Application approval condition 10 for the golf course clubhouse (which will act primarily as a food and beverage facility), 90 of the spaces (including three ACROD spaces) in the golf course car park are to be provided for users of the clubhouse.
- 5.1.5 The proposed Local Centre car parking provision is summarised in Table 5-1. The ‘minimum parking’ set out in this table does not account for the potential for parking to be shared across the proposed uses, which are expected to have differing times of peak demand.

Table 5-1: Parking Proposals

Lot	Use Type	NLA, m ²	Minimum Parking Rate (non-resi as per Planning Scheme 2)	Minimum Parking No.	Actual Parking No. ^(a)	Notes
1	Brewery - Operations	350m ² , <5 employees	1 per 50m ² for factory units and showrooms, plus 1 bay per 100m ² NLA for warehouses or 1 bay per employee, whichever is greater	12	36	Potential for additional demand to be accommodated on-street / in Foreshore Reserve car park
	Brewery – Front of House	52m ²	1 bay per 5m ² bar and public areas	2.5		
	Bar – Front of House	719m ²	1 bay per 5m ² bar and public areas	143.8		
	Short term accommodation	9 units 2 employees	1 bay per unit, plus 1 bay per employee	11	9	
4	Apartments	509	1 per bedroom	12	10	3 beds provided with 2 bays each
	Shop	1080	6 per 100m ² NLA	65	30	
10	Childcare	471	1 per employee + 1 per 8 children	16	9	Staff bays (9) provided on site.

Lot	Use Type	NLA, m ²	Minimum Parking Rate (non-resi as per Planning Scheme 2)	Minimum Parking No.	Actual Parking No. ^(a)	Notes
						Bays for parents / carers (7, assuming 56 children) provided in adjacent car park.
3019	Hotel	1628	1 per bedroom + 1 per 5m ² bar/public	58	60	
	Retail	279	6 per 100m ² NLA	17		
	Rentable Apartments	660	1 per bedroom + 1 per 5m ² bar/public	18		Assumed to be similar in nature to hotel land use
Golf course				90*	135	Surplus of 45 spaces available for non-golf club users
Foreshore Reserve				24	39	24 for regional beach purposes, remainder to serve other land uses
On-Street (embayed)				-	54	
Total				469	382	

(a) Note: ‘Actual’ parking numbers noted here are based on early/indicative concept plans. Only the Brewery parking is as per the lodged DA.

- 5.1.6 As the table illustrates, when the land uses are considered independently there is a shortfall of 87 spaces compared to the ‘minimum parking’ level.
- 5.1.7 In addition to the embayed on-street parking, there is additional informal on-street parking, as summarised in Table 5-2 which are within 400m of Lot 1. These 117 spaces could wholly accommodate the shortfall identified.

Table 5-2: Informal On-Street Car Parking, within approximately 5 minutes walk

Location	No. of informal on-street spaces
Sea Beach Way	~7
Tidal Drive	~27
Parmelia Entrance	~8
Maritime Terrace	~13
Gunwhale Avenue	~16
Mainmast Way	~16
Offshore Drive	~30
Total	~117

5.2 Justification for lower parking provision

- 5.2.1 Table 5-1 identifies that there could be an overall shortfall of 87 spaces compared with the minimum parking figure according to the CoR Planning Scheme, when land use is considered individually and informal on-street parking is not considered. In order to provide justified evidence for the appropriateness of this scheme calculated shortfall, a comparison of surveyed parking usage for similar land use sites were researched and referred to determine whether the shortfall in parking according to



the Planning Scheme can be justified based on the likely temporal parking usage profile. Furthermore, it can be expected that a portion of trips to the Local Centre will be linked trips, with people visiting more than one land use.

Residential sites

5.2.2 For the residential uses proposed on Lots 1 and 4, researched rates from parking surveys undertaken of apartment buildings were studied. Rates of peak parking usage per apartment were found, with the average and the 15th and the 85th percentiles identified. These rates were multiplied by the number of apartments proposed for the Local Centre’s lot and for the entire development. This data is presented in Table 5-3.

Table 5-3: Residential parking usage rates for apartments

Scenario	Spaces per apartment		Spaces needed for development		Lot 1		Lot 4	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
15th percentile	0.73	0.60	16.0	13.3	12.4	10.3	3.6	3.0
Average	0.84	0.66	18.6	14.6	14.4	11.3	4.2	3.3
85th percentile	0.97	0.73	21.4	16.0	16.5	12.4	4.9	3.6

5.2.3 The data in Table 5-3 demonstrate that 85% of apartment sites studied had a maximum peak parking usage of below one space per apartment.

- Lot 1, in which 17 apartments are proposed, would require a maximum of 17 bays to service the peak demand.
- Lot 4, in which five apartments are proposed, would require a maximum of five parking bays.

5.2.4 This totals to 22 spaces across both lots, which demonstrates that the actual parking provision of 44 spaces across Lots 1 and 4 will be sufficient and the supply exceeds the expected residential demand.

5.2.5 In addition to resident parking, some visitor demand associated with the residential units can be expected, as shown in Table 5-4.

Table 5-4: Visitor parking usage rates for apartments

Scenario	Spaces per apartment		Spaces needed for development		Lot 1		Lot 4	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
15th percentile	0.04	0.05	1.0	1.0	0.8	0.8	0.2	0.2
Average	0.06	0.09	1.2	2.0	0.9	1.5	0.3	0.4

Scenario	Spaces per apartment		Spaces needed for development		Lot 1		Lot 4	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
85th percentile	0.07	0.13	1.4	2.9	1.1	2.2	0.3	0.7

5.2.6 Visitor parking demand could also be fully accommodated within the residential spaces proposed. The higher 85th percentile ‘weekend’ visitor demand is expected to be 3 spaces, or under the R-Codes of ‘1 bay per four dwellings up to 12 dwellings + 1 bay per eight dwellings for the 13th dwelling and above’, some 5 spaces.

Brewery

5.2.7 A separate parking assessment of just the brewery was previously undertaken by PJA, with a Technical Note prepared dated the 16th November 2023. This set out that *Long Point Brewing* proposed: a microbrewery with complementary small tasting brewery bar, beer garden, and restaurant with 18-20 short-term accommodation rooms. A maximum of 500 patrons are expected on-site at the highest peak times. The assessment concluded that the anticipated parking demand associated with the brewery and other uses within the Local Centre could be wholly accommodated within the nearby available public on-street car parking. This on-street availability satisfied the anticipated demand before any reciprocal (temporal) parking assessment was needed to be relied upon.

It is important to note that the above Technical Note was prepared on the brewery’s concept level plans available at the time. Subsequent to this, the Brewery Development Application was finalised and lodged with different yield numbers (i.e. for the number of short-term accommodation rooms).

5.2.8 The submitted Brewery Development Application² dated 12th December 2023 had a cumulative parking requirement for 170 spaces (no reciprocity considered), per CoR scheme. The application notes a total of 36 car parking spaces are provided on lot for the specific use of the Brewery³. It is proposed that the additional parking demand for the Brewery will be accommodated on-street (up to 117 on-street spaces within 5 minute walk), and if necessary, within the Foreshore Reserve car park (15 spaces surplus) and Golf Course car park (45 spaces surplus). Again, this 170 spaces calculation assumes no parking reciprocity between the on-site short-term accommodation, front of house beer tasting bar, front of house brewery which is an adjacent beer garden and restaurant hospitality facility, and the NLA of brewery operations.

Looking beyond the Brewery lot, reciprocal parking is entirely appropriate to consider, as the brewery’s peak demand period (evening) will not align with that of its neighbours. For instance, the golf course would be expected to experience peak demand at midday or in the mid-afternoon and the childcare

² Transport Impact Statement Rev A, Lot 1 Kennedy Bay Key, Long Point Brewery – KCTT, 12 December 2023.

³ 36 brewery spaces + 9 short stay apartments spaces = 45 spaces provided.



facilities will only experience peak demand during drop-off and pick-up periods, which means that the car park near the golf course is likely to have more capacity for reciprocal parking during the evening.

5.2.9 Additionally, during the day brewery patrons are likely to be from the local population or beachgoers. On the other hand, while evening patrons may travel from further afield, it is probable that a proportion of them may use ride-share services or public transport to avoid drink-driving. Research papers reviewed from various marketing agencies have found that, particularly in the evening, up to 40% of patrons will use these services, with fewer people choosing to drive to such venues if there is a chance they will drink alcohol.

5.2.10 It is likely, that during the peak periods of use of the micro-brewery that the demand for off-site parking will be significantly less (up to 40% less) than would be required by the standards.

Childcare Premises

5.2.11 Research into parking surveys of childcare premises were undertaken to establish the likely parking demand. Rates of peak parking per child and per employee were found for the average childcare premises, as well as the 15th and the 85th percentiles. These rates were multiplied by the expected number of children and employees at the childcare facility on Lot 10 (with the facility forecast to accommodate nine staff and 56 children). This data is presented in Table 5-5.

Table 5-5: Parking usage rates for childcare facilities

Scenario	AM				PM			
	Peak child parking: Ratio from surveys	Peak staff parking: Ratio from surveys	Peak child parking: Proposed development	Peak staff parking: Proposed development	Peak child parking: Ratio from surveys	Peak staff parking: Ratio from surveys	Peak child parking: Proposed development	Peak staff parking: Proposed development
15th Percentile	0.14	0.42	8	4	0.13	0.42	7	4
Average	0.19	0.61	11	6	0.18	0.56	10	5
85th Percentile	0.25	0.74	14	7	0.24	0.71	13	6

5.2.12 The weekday parking profile for seven childcare facilities were also studied. A normalised average for each 5-minute segment between 08:00 and 10:00 and each fifteen-minute segment between 14:30 and 20:00 was calculated. This produced a temporal demand profile, which demonstrates that the period with the highest parking demand (where parking exceeds 90% of the maximum demand) during the day is between 08:45 and 09:45, and subsequently between 14:45 and 15:45.

5.2.13 The demand profile was then compared against the expected peak parking demand to provide an actual expected parking demand from Lot 10 at different times of the day. This demonstrates that the 21 parking spaces required during the period of peak demand in the 85th percentile scenario are only required during the busier morning and afternoon period.

5.2.14 The data therefore demonstrate that demand for the full 21 parking spaces identified in Table 5-5 is short term (as is expected for childcare parking), and that only parking spaces for staff members are

required outside of this period. As the LDP notes the oversupply of parking in adjacent Golf Course car park with surplus of 45 spaces available for non-golf club users, it will be possible for the peak morning and afternoon demand for the childcare centre to be accommodated in this car park, which will then be available for other uses outside of these limited periods.

Figure 5-1: Typical Parking profile for childcare facilities

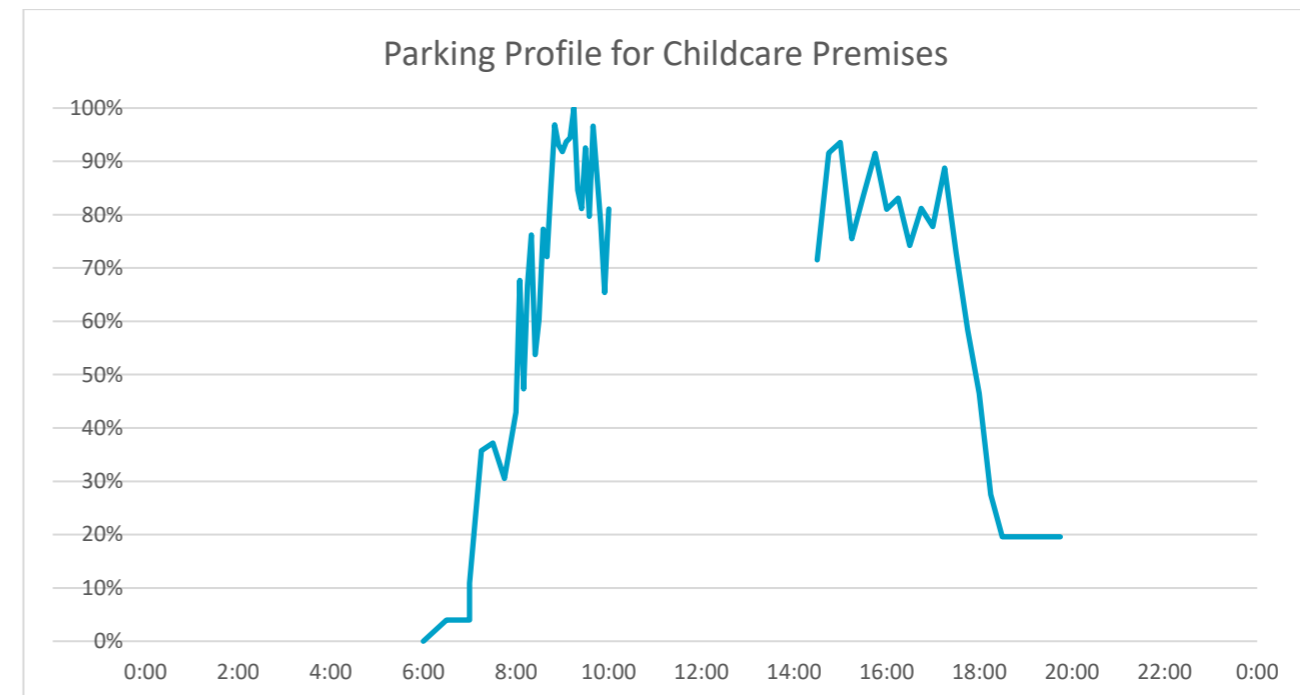
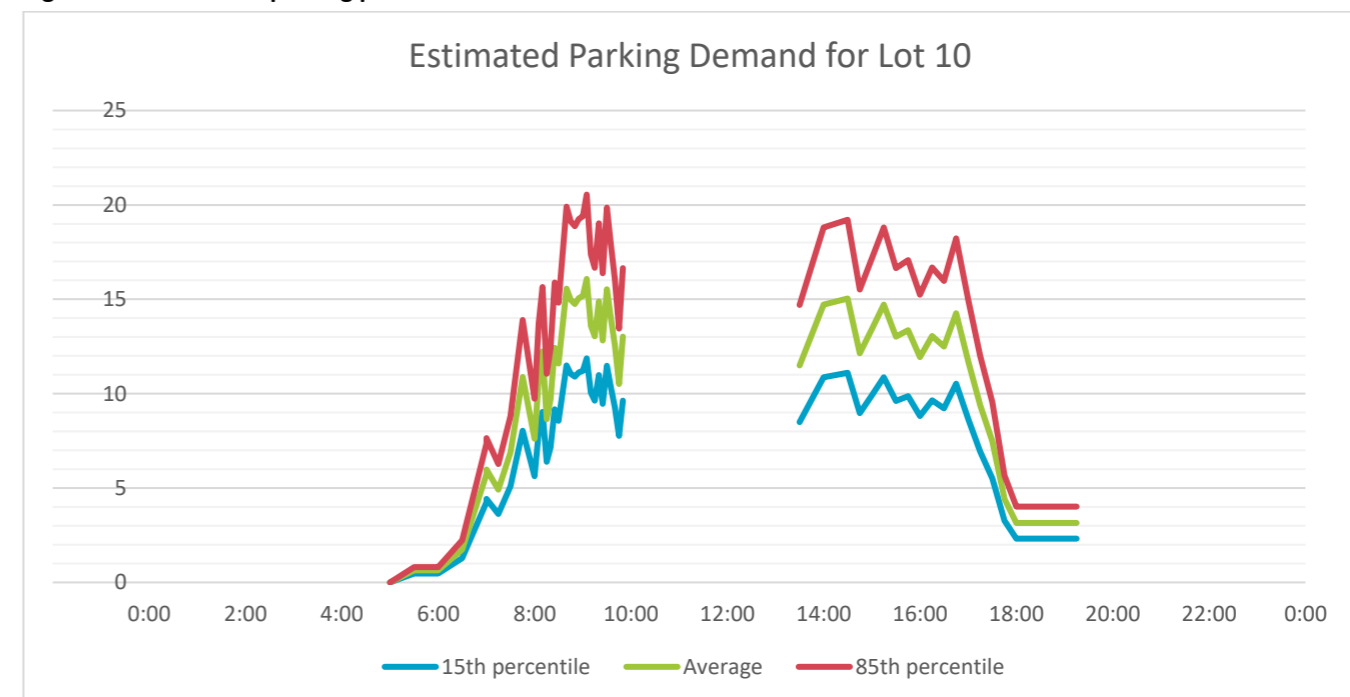


Figure 5-2: Estimated parking profile for Lot 10





Hotel and Short-Stay Apartments

- 5.2.15 To provide a comparison for the 60-room hotel and nine short-stay rentable apartments proposed on Lot 3019, researched parking surveys undertaken for hotels were studied. Average rates of peak parking on weekdays and weekend were found, as well as the 15th and the 85th percentiles, assuming 100% room occupancy. These rates were multiplied by the proposed number of hotel rooms and number of short-stay apartments on Lot 3109 and are presented in Table 5-6.

Table 5-6: Parking usage rates for hotels

Scenario	Ratio from surveys		Hotel		Short-Stay Apartments	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
15th Percentile	0.28	0.43	17	26	2	4
Average	0.41	0.52	25	31	4	5
85th Percentile	0.54	0.60	33	36	5	5

- 5.2.16 The data demonstrates that for the average hotel with 60 fully-occupied rooms (100% full), the peak weekend parking demand would be 31 spaces, and for a comparable nine short-stay apartments, the peak parking demand would be five spaces.
- 5.2.17 Given that the 279m² NLA of retail space which are on the same lot would equate to a minimum of 17 spaces according to the Planning Scheme No. 2, there would be 43 remaining spaces on the lot for the use of the hotel and short-stay apartments, which is sufficient to satisfy the combined peak demand from these uses.
- 5.2.18 Furthermore, it should be noted that the peak parking demand is likely to be at different times for the various land uses on Lot 3019. The hotel and rentable apartments are expected to have a higher demand in the evening and overnight, while the retail aspect is expected to have higher demand during the daytime, with no demand in the evening (depending on operating hours) and overnight when the shops are closed. Thus, it can also be expected that the 85th percentile hotel parking demand could also be accommodated.

Shop / Retail

- 5.2.19 To provide a comparison for the 1080m² and 279m² retail units proposed on Lots 4 and 3019 respectively, an analysis has been undertaken of survey data of strip-type retail sites. Average rates of peak parking on weekdays and weekend were found, as well as the 15th and the 85th percentiles. These rates were multiplied by the proposed retail NLA, which are presented in Table 5-7.

Table 5-7: Parking usage rates for retail units

Scenario	Peak parking rate	Lot 4 usage	Lot 3019 usage
15th percentile	2.30	25	6
Average	2.31	25	6
85th percentile	2.31	25	6

- 5.2.20 The data demonstrates a peak parking usage of 25 spaces for Lot 4, which is below the 30 spaces allocated to this land use. There would therefore be sufficient parking to accommodate the proposed shop demand.

- 5.2.21 Similarly, the retail land use on Lot 3019 is forecast to have a peak parking demand of six spaces. Given the peak parking demand of 36 spaces calculated for the other land uses on this lot (hotel and rentable apartments), 24 of the 60 spaces would be available to accommodate retail demand, which would be more than sufficient.

5.3 Summary of Car Parking Appraisal

- 5.3.1 Based on the above analysis, the following conclusions can be drawn:

- **Hotel / Short Stay Apartments (Lot 3019):** for the hotel with 60 fully-occupied rooms (100% full), the peak weekend parking demand would be 31 spaces, whilst for the 9 short-stay apartments, the peak parking demand would be 5 spaces, totalling a demand for 36 spaces.
- **Retail (Lot 3019):** the retail land use on Lot 3019 is forecast to have a peak parking demand of six spaces, whilst the proposals indicate that 17 spaces would be reserved for this element.

Reciprocal parking: the hotel and short-stay rentable apartments are expected to have a higher demand in the evening and overnight, while the retail aspect is expected to have higher demand during the daytime.

Surplus on-site parking supply of up to 18 spaces with no reciprocity considered.

- **Shop (Lot 4):** peak parking usage of 25 spaces, which is below the 30 spaces allocated to this land use.

Surplus on-site parking supply of 5 spaces with no reciprocity considered.

- **Childcare (Lot 10):** The proposals provide nine spaces for the childcare use, which can be expected to wholly accommodate staff parking demand. Non staff parking demand can be accommodated within the surplus of 45 spaces available for non-golf club users at the Golf Club.

No surplus available during AM peak drop-off time or PM peak pick-up time.

- **Residential (Lots 1 & 4):** 22 apartments with a peak demand for 22 spaces across both lots. There are 44 spaces provided which would also cater for any visitor demand associated with the residential units. The higher 85th percentile weekend visitor demand is expected to be 3 spaces, or under the R-Codes, 5 spaces.



Surplus on-site parking supply of 17 spaces with no reciprocity considered and includes visitor parking demand.

- **Brewery:** The cumulative parking requirement for the Brewery is 170 spaces (no reciprocity considered), per CoR scheme, as noted in the Brewery development application. The application notes a total of 36 car parking spaces are provided on lot for the specific use of the Brewery. This results in a parking shortfall of 134 spaces. It is proposed that the additional parking demand for the Brewery will be accommodated on-street (up to 117 on-street spaces within 5 minute walk), and if necessary, within the Foreshore Reserve car park (15 spaces surplus) and Golf Course car park (45 spaces surplus).

Reciprocal parking: the brewery calculation of 170 spaces assumes no parking reciprocity between the on-site short-term accommodation, front of house beer tasting bar, front of house brewery which is an adjacent beer garden and restaurant hospitality facility, and the NLA of brewery operations.

Deficient on-site parking supply of 134 spaces with no reciprocity considered and no on-street spaces considered.

- **TOTAL (individual land use peak parking rates, no reciprocity):**
Brewery deficiency = 134 spaces
Local Centre off-street parking surplus = 100 surplus spaces
On-street parking available within 5 minute walk = 117 available spaces

It is evident from this parking appraisal that there is sufficient parking being offered within the Local Centre.

The provision of 382 spaces at Kennedy Bay Local Centre is 50% more parking than currently provided at Wellard Train Station park n ride (263 spaces) and at Thornlie and Fremantle train stations (321 and 195 spaces respectively).



6 Parking Supply and Management Strategies

6.1 Parking Strategies

6.1.1 Notwithstanding the demonstration of adequate parking provision for the Local Centre in Chapter 5, to further support the level of car parking proposed, a number of supply and management strategies can be implemented. These are set out within Table 6-1.

Table 6-1: Parking Management Strategies

Strategy	Benefits
Establish off-street car parks for public use: Foreshore Reserve and Golf Course	- Allows for demand for other local centre uses to be accommodated within these car parks. It is anticipated that 15 of the spaces in the Foreshore Reserve car park and 45 of the spaces in the Golf Course car park will be available to accommodate reciprocal demand.
Provision of shared parking facilities which can be used by more than one occupier	- Allows for shared use of parking where different uses have different peak demand times
Introduce a user-pays approach to parking, particularly short stay parking	- Encourages the turnover of bays to support local businesses - Provides an efficient and effective means of managing parking, both on and off-street - Potentially reduces traffic and saves cruising time - Allows for the adjustment of parking fees in response to demand - Allows for revenue to be used for the local good - Reduced price parking can be provided further from the local centre
Unbundle parking from the sale of units, where appropriate	- Reduces purchase cost - Encourages modal shift towards non-car modes - Allows for future flexibility
Install user-pay EV charging facilities	- Accommodates electric vehicles
Implement a parking hierarchy	- Long stay parking to be located further from local centre (Golf Club car park) and be lower cost - Car parking within the local centre to predominantly be short stay, following a user-pays approach
Parking restrictions to be introduced and enforced on local roads, where appropriate	- Reduces inappropriate car parking - Encourages the use of non-car modes
Provide an efficient way-finding system	- Will allow for visitors to use the long stay car park, easily navigating to the local centre - Will provide information as to the location of car parking, and the number of spaces
Implement additional strategies if parking occupancy is identified to reach above 85%, such as: - Time restrictions - Price - Ensure compliance	- Allows for the future management of parking

6.2 Future Trends

6.2.1 Providing shared parking facilitates linked trips (i.e. allowing for people to visit more than one land use) allows for flexibility in response to future trends. It also allows for a reduction in total parking provision,

given that different land uses typically have different parking peaks. If car use declines there is scope for car parking areas to be redeveloped as alternative uses.

6.2.2 Furthermore, there is also scope for parking to be adapted as new technologies develop, for example self-parking and automated pick-up, or increased use of car sharing. By adopting a user-pays approach, this provides a revenue scheme for any necessary changes to be implemented.

6.2.3 Paid parking on and off-street is comprehensively implemented as a parking demand management tool across most metropolitan councils around Perth. Best practice is for the introduction of pay parking off and on-street to be considered when regular peak-hour demand is starting to exceed 85%⁴ as this will lead to the most efficient use of public parking. The implementation of pay parking off and on-street is designed to save cruising time, reduce traffic, conserve energy, improve air quality, generate income to a City and influence and contribute to traffic and parking management. The need to introduce paid parking should be related to the level of excessive demand (compliant parking) that is required to be managed. It should not be used in a way that could potentially impact on the viability of local businesses or residential amenity. Regardless of the emotion often surrounding the introduction of paid parking, there is little doubt that it represents an efficient and effective means to manage on and off-street parking demand and encourage churn of bays. Paid parking is beneficial because:

- it can operate in resident parking permit environments by exempting residents from the requirement to pay
- ticket machines are highly visible and help to reduce non-compliance in areas with signposted time restrictions
- the efficiency of enforcement and the level of compliance in metered areas are significantly higher as rangers only need to attend each vehicle once, rather than chalk a tyre and then return again
- fees can be easily adjusted to allow the parking management system to differentiate between types of parker categories (e.g. customers vs employees) through fee structures
- the revenue from paid parking can be redistributed to benefit the community and the Local Centre to improve access such as active travel infrastructure, enhanced road safety and general improvements to the public realm in the area.

⁴ Car Parking Management Plan for Morley Activity Centre, City of Bayswater, March 2017. Source: The High Cost of Free Parking. Donald Shoup 2005, APA Planners Press.



7 Conclusions & Recommendations

7.1 Conclusions

7.1.1 This Parking Strategy has been prepared for the proposed Local Centre element of the Kennedy Bay Coastal Village, to illustrate that the parking proposed for the Local Centre is deemed appropriate to support the proposed land uses. This strategy conclusively determines that the 382 spaces being provided in total at the Kennedy Bay Local Centre is more than adequate to support overall parking demand. Parking at Kennedy Bay, like other activity centres around Perth, should adopt a ‘demand management’ approach instead of a ‘predict and provide’ approach to ensure the development provides a sufficient level of parking to meet the needs of users, without resulting in an inefficient oversupply of parking, which could harm the character and quality of the Local Centre.

7.1.2 The minimum parking requirements set out in City of Rockingham (CoR) Planning Scheme No. 2 would mean that the Local Centre is technically required to accommodate a total of 469 spaces if all land uses were considered individually. However, the proposals provide 382 total parking spaces, which equates to a total shortfall of 87 spaces, again if all land uses were considered individually. This Parking Strategy has demonstrated that, despite this minimum individual lot parking set-out, the Local Centre will still have a sufficient level of parking to meet the demands of its land uses:

- (1) Firstly, the proposal for two shared car parks within the development (Foreshore Reserve and Golf Course car parks) allows for reciprocal parking. The CoR Planning Scheme sets out that *a lower quantum of parking may be acceptable should it be demonstrated that peak parking periods do not overlap*, as car parks can accommodate the overflow demand of other land uses during their less busy periods. The diversity of facilities proposed within the Local Centre are demonstrated to have peak demand periods at different times of day, and therefore this justifies a lower parking provision on each lot than specified by the Scheme.
- (2) In addition, an analysis of parking demand profiles and parking generation rates for sites which are comparable to the land uses proposed, has been researched and studied. This analysis, set out in detail in Section 5.2, demonstrates that the actual peak parking demand for each lot is in fact expected to be lower than the minimum specified in the CoR Planning Scheme requirements. This therefore further supports the proposed parking levels.
- (3) Finally, this Parking Strategy sets out several parking strategies which can be implemented in the Local Centre. This is a key part of a ‘demand management’ approach, incorporating measures such as robust parking restrictions, shared parking facilities and user-pays parking. These strategies will help to manage the parking demand generated by the Local Centre and further justify a parking provision lower than the Scheme specification.

7.1.3 Appraisal of total parking (using individual land use peak parking rates, no reciprocity):

- Brewery deficiency = 134 spaces.
- Local Centre off-street (on-lot) surplus = 100 surplus spaces.
- On-street parking available within 400m walk distance = 117 available spaces.

It is evident from the above parking appraisal that there is sufficient parking being offered within the Local Centre. This calculation even assumes that parking demand for all proposed land uses ‘peak’ at the same time which in fact would not happen in reality.

7.1.4 In conclusion, this Parking Strategy demonstrates that the level of parking proposed by the Local Centre is sufficient to meet the parking demand it creates. A demand management approach, and the prospect of increased travel by modes other than the private car, allows for a more efficient level of parking than set out in the Planning Scheme, which means that the scale and character of development, especially those parts which border the foreshore, is not limited by unnecessarily large parking areas.

7.2 Recommendations

7.2.1 In light of the conclusions of this Strategy, it is recommended that:

- the level of parking proposed for the Local Centre of the Kennedy Bay Coastal Village is approved; and
- the actual parking occupancy is monitored such that, if occupancy exceeds 85%, the noted parking management strategies set out in Table 6-1 are considered for implementation, or, if a lower level of parking is evident, some space currently dedicated to parking be re-allocated to other land uses that enables improved placemaking.

transport ● engineering ● placemaking



Appendices



Appendix A Kennedy Bay Coastal Village Local Development Plan (October 2023)



Kennedy Bay Coastal Village

Local Development Plan

Revision Letter	Date	Reason for Issue	INITIAL
A	13-03-2023	WIP Draft for Review	GY
B	21-04-2023	Draft for Client Review	GY
C	28-07-2023	Draft for LG Pre-Lodgement Review	GY
D	18-10-2023	Final Draft for Approval	GY

Project No: 44381

Project Name: Kennedy Bay Coastal Village

Prepared for:



Prepared by:



www.hamessharley.com.au

Endorsement:

This LDP has been approved under delegated authority by the City pursuant to Clause 52(1)(a) of the deemed provisions

Manager Statutory Planning

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01 INTRODUCTION

1.1 PURPOSE OF THE LDP

The purpose of the Kennedy Bay Coastal Village Local Development Plan (herein referred to as the LDP) is to provide site specific development provisions for land identified in Kennedy Bay Local Centre located within the core of the Kennedy Bay Structure Plan (Structure Plan), refer Map 1.

Figure 1: Kennedy Bay Coastal Village LDP Area



1.2 OPERATION

This LDP has been prepared in accordance with Part 6 of the Deemed Provisions of the Planning and Development (Local Planning Scheme) Regulations 2015 (P&D Regulations). This LDP comes into effect on the day it is approved by the City of Rockingham/Western Australian Planning Commission. As per the Deemed Provisions of the P&D Regulations, from the date of endorsement, this LDP is to have effect for a period of 10 years, unless otherwise determined by the City of Rockingham.

This LDP is to be read in conjunction with the:

- + Structure Plan;
- + State Planning Policy 7.3 - Residential Design Codes, Volume 1 - Part C: Medium Density (the Medium Density Code); and
- + State Planning Policy 7.3 - Residential Design Codes, Volume 2 - Apartments (the R-Codes Vol.2).

Where there is a conflict, the requirements of the Structure Plan and this LDP prevails. The subdivision and development requirements apply to residential, mixed-use and non-residential development. The requirements may be varied subject to the development being in accordance with the Vision and Objectives of the Structure Plan and LDP.

1.3 RELATIONSHIP TO THE R-CODES

The State's Design WA policy suite offers contemporary provisions to guide development at Kennedy Bay through the R-Codes Volume 1 and 2. Within the Structure Plan, sites identified in this LDP area are zoned as follows:

- + Commercial (R-AC0); and
- + Residential (R80 – R100)

While the R-Codes Volume 2 is focused on apartment development, it has useful content which has been built upon to acknowledge commercial and retail development that is likely in the Local Centre.

Application or amendments to the R-Codes Volume 1 are listed below.

- + In addition to the requirements within the Medium Density Code, a range of additional site-specific development provisions are noted within Section 2 of this document.

Application or amendments to the R-Codes Volume 2 are listed below.

- + For development with multiple dwelling residential uses including residential mixed-use, the Intent, Element Objectives, Acceptable Outcomes and Design Guidance of the R-Codes Volume 2 will apply across this LDP with the amendments outlined in Table 1.

- + For development without residential uses the Intent, Element Objectives, Acceptable Outcomes and Design Guidance of the R-Codes Volume 2 do not apply unless referenced in Table 2.
- + Where the provisions of the R-Codes are applied to development without residential uses, references to “residents” should be construed to mean references to “building occupants”.
- + In addition to the requirements within the R-Codes Volume 2, and the variations noted in Table 1 and 2, a range of additional site-specific development provisions are noted within Section 2 of this document.

Table 1: Relationship to the R-Codes – Residential Mixed-Use

R-Codes Vol. 2 Design Element	Development WITH multiple dwelling residential uses (including residential mixed-use)	R-Codes Vol. 2 Design Element	Development WITH multiple dwelling residential uses (including residential mixed-use)
3.2 Orientation	Acceptable Outcomes and Design Guidance apply with the following amendment: Additional ELEMENT OBJECTIVES: <div><div>+</div><div>Buildings respond to the prevailing south-westerly wind conditions experienced in this coastal location, optimising year-round comfort and minimising unfavourable conditions and wind tunnel effects.</div></div>	4.10 Façade design	Acceptable Outcomes and Design Guidance apply with the following amendment: Additional ACCEPTABLE OUTCOMES:
		4.11 Roof Design	<div><div>1.</div><div>Façade and/or Roof design responds to Built-Form information provided in the Prominent Locations in Section 3 of this document.</div></div> <div><div>2.</div><div>Development to provide a schedule of materials reflecting the coastal theme of the proposed development, in line with the vision outlined in this LDP, as well as responding to the Local Centre Design Rationale provided in the Kennedy Bay Structure Plan.</div></div>
NOTE: All other elements of the R-Codes Volume 2 apply without amendment.			

Table 2: Relationship to the R-Codes - Non-Residential

R-Codes Vol. 2 Design Element	Development WITHOUT residential uses
3.1 Site analysis and design response	<p>The Intent and Design Guidance described for these elements in the R-Codes Vol.2 applies.</p> <p>Additional ELEMENT OBJECTIVES:</p> <ul style="list-style-type: none"> + Buildings respond to the prevailing south-westerly wind conditions experienced in this coastal location, optimising year-round comfort and minimising unfavourable conditions and wind tunnel effects.
3.2 Orientation	
3.3 Tree canopy and deep soil areas	<p>The Intent described for this element in R-Codes Vol. 2 applies.</p> <p>The following ELEMENT OBJECTIVE applies:</p> <ul style="list-style-type: none"> + Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth. <p>The following ACCEPTABLE OUTCOMES apply:</p> <ol style="list-style-type: none"> 1. Tree canopy, deep soil areas and landscaping to be provided for non-residential development in accordance with the lot specific development controls of Section 2. 2. In addition to 1, all surface car parking is to have trees at a minimum of 1 tree per 4 car bays with a minimum deep soil area of 1.2m x 1.2m. 3. A Landscaping Plan is required as part of the Development Application demonstrating the above requirements are met.
3.6 Public Domain Interface	<p>The Intent described for this element in the R-Codes Vol.2 applies.</p> <p>The following ELEMENT OBJECTIVES apply:</p> <ul style="list-style-type: none"> + The transition between the private and public domain enhances the privacy and safety of occupants. + Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain. + Design response should emphasise prominent entry points into buildings from the street. <p>The following ACCEPTABLE OUTCOMES apply:</p> <ol style="list-style-type: none"> 1. Building elements such as roofs, balconies, windows, doorways and cladding materials should be arranged to contribute to the vision and public domain interface described in the Prominent Locations in Section 3 of this document. 2. Window patterns and composition should reinforce the larger building facade emphasis, whether vertical or horizontal, and should encourage variation along the street.
3.7 Pedestrian Access and Entries	<p>The Intent and Objectives described for these elements in the R-Codes Vol.2 applies.</p> <p>The following ACCEPTABLE OUTCOMES apply:</p> <ol style="list-style-type: none"> 1. Entries to retail and commercial shop fronts should support the fine grain of shopfronts, providing multiple doorways along the street, rather than a single congregated entry point. 2. The entry doors to shops may be recessed up to 1.2m from the shopfront to provide a more articulated and fine grain appearance.

R-Codes Vol. 2 Design Element	Development WITHOUT residential uses
3.8 Vehicle Access	The Intent and Objectives described for these elements in the R-Codes Vol.2 applies.
3.9 Car and bicycle parking	
4.1 Solar daylight and access	<p>The Intent described for this element in the R-Codes Vol.2 applies.</p> <p>The following ELEMENT OBJECTIVES apply:</p> <ul style="list-style-type: none"> + For commercial and retail development, design of buildings should encourage use of natural daylight, solar access and ventilation through the use of windows, skylights, and light wells where appropriate. + For commercial and retail development, buildings should be orientated to optimise the amount of occupied space receiving northern daylight, and minimise east and west facing windows.
4.2 Natural ventilation	<p>The Intent and Objectives described for these elements in the R-Codes Vol.2 <u>do not apply</u>.</p> <p>Instead, the following Intent and Objectives applies.</p> <p>The following INTENT applies:</p> <ul style="list-style-type: none"> + Good indoor air-quality is essential for healthy and comfortable living environments, with poor indoor air-quality being a significant contributor to poor respiratory health. In most situations, optimising natural ventilation is the most affordable and effective way to manage indoor air quality. <p>The following ELEMENT OBJECTIVES apply:</p> <ul style="list-style-type: none"> + For commercial and retail development design should maximise the amount of space for occupants that can be naturally ventilated.
4.10 Façade Design	<p>The Intent and Objectives described for these elements in the R-Codes Vol.2 applies.</p> <p>The following ACCEPTABLE OUTCOME applies:</p> <ol style="list-style-type: none"> 1. Façade and/or Roof design responds to Built-Form information provided in the Prominent Locations in Section 3 of this document. 2. Development to provide a schedule of materials reflecting the coastal theme of the proposed development, in line with the vision outlined in this LDP, as well as responding to the Local Centre Design Rationale provided in the Kennedy Bay Structure Plan.
4.11 Roof Design	
4.18 Utilities	The Intent and Objectives described for these elements in the R-Codes Vol.2 applies.
<p>NOTES:</p> <ul style="list-style-type: none"> + Unless listed in Table 2, The R-Codes Vol.2 DOES NOT apply. + Note 1: Definition of Deep Soil Area as in the R-Codes Vol.2 + Note 2: Definition of Landscape/landscaping/landscaped as in the R-Codes Vol.2 + Note 3: Definition of tree sizes as described in Table 3.3b and Figure 3.3b in the R-Codes Vol.2 	

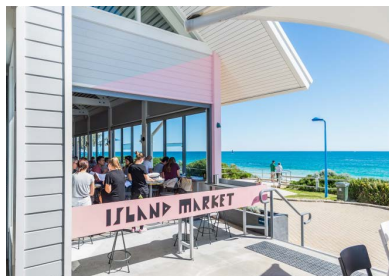
1.4 VISION

The Kennedy Bay Coastal Village will be a relaxed coastal village attracting new residents and visitors to its protected north-facing beach, a unique place along Perth's coastline. It will grow as the heart of Kennedy Bay – connecting an enhanced Kennedy Bay Golf Course with the beach and tying together existing western and new eastern residential areas with a mix of uses.

- + Re-imagining an under used pristine, waterfront destination
- + Key focus is to unite nature, culture, community and business
- + Distinct connection between the Indian Ocean, residential homes, world-class golf course
- + Selection of cafes and restaurants, entertainment and retail options
- + Leisure community and tourism activities to create a vibrant waterfront

A range of living opportunities and activities will be available in the Coastal Village, linking urban experiences with the coastal environment – accessible streets and spaces that layer a mix of residential, retail, food and beverage, and short stay opportunities for everyone's enjoyment.

The design rationale for the Kennedy Bay Coastal Village is outline in more detail in the Structure Plan.



KENNEDY BAY FORESHORE

- + The Kennedy Bay Landscape Masterplan is provided in the Appendices and illustrates the proposed key features that will contribute to the amenity and functionality of the Coastal Village. It is envisaged that the Foreshore will provide a variety formal and informal public spaces, with the majority of active uses centred around the Foreshore Plaza, the jetty connection adjoining the Coastal Village.
- + Foreshore Plaza to provide public pedestrian access and a strong connection through to the beach and jetty. This space is designed to be flexible and multi purpose, allowing for select vehicle loop access at certain times, the ability for ground floor businesses to open up with alfresco, and programming of temporary events such as exhibitions and markets.

MAIN STREET

- + The local centre is designed around an important north-south main street that connects existing roads with new residential development beyond and celebrates views to and from the Golf Course club house.
- + It also serves a unique intersection for two green links, that bring the dunal landscape into the centre, softening the approach for residential development and offering connections through the site from existing residential areas west.
- + Thoughtful orientation of the main street helps it become more than a destination. As the arrival point to Kennedy Bay, it has been designed as the route most local pedestrians and vehicles take to reach the activities in the area and their homes, creating a hub of community activity.

LANDSCAPE AND PUBLIC REALM

- + Provide wider dual use footpaths, pedestrian crossings, street furniture, avenue shade trees and formal planting beds that create a safe functional street environment
- + Incorporate artwork, signage and interpretive elements to assist with legibility of themes and aesthetics
- + High end material finishes and landscape treatments reflective of the more urban streetscape environment throughout the Coastal Village area
- + CPTED principles to be an integral component of landscape and public realm design to create a secure and inviting environment



MOVEMENT AND STRUCTURE

- + Urban blocks are influenced by the main street, creating a permeable grid that is simple for users to navigate.
- + Streets designed to ensure a low speed, pedestrian focused environment. To promote the pedestrian experience, it is envisaged that the 'main street' will be constructed of a different surface treatment to delineate the main street from the remainder of the movement network.
- + Pedestrian and cyclist connection throughout the site with a focus on permeability and legibility through to the foreshore, linking up to the regional pedestrian and cycle networks that run east-west along the coast.

PARKING

- + Car parking has been carefully considered so as not to detract from the intended character of streetscapes.
- + Visible on-site parking spaces and garages are minimised through laneways that direct active uses to the main street and offering high quality interfaces between residential front doors, porches and the street – enhancing resident's amenity and public safety.
- + On-street parking provision is practical for visitors and helps to reinforce an urban street relationship.
- + Parking is distributed throughout the precinct to meet resident and visitor needs, without impacting the amenity of the foreshore and town centre. An off-street car park is proposed in the foreshore reserve and additional parking can be utilised at the Kennedy Bay Links Golf Course.

CLIMATE

- + The local centre has been designed with climatic conditions in mind. Main street footpaths and open spaces will be protected from south-westerly breezes and receive natural light on both sides. This allows visitors pleasant environments to stay outside and helps activate future food and beverage outlets with outdoor dining.

02 DEVELOPMENT CONTROLS

The following provisions are to be read together with the Structure Plan and includes additional detail on primary controls, building siting and access.

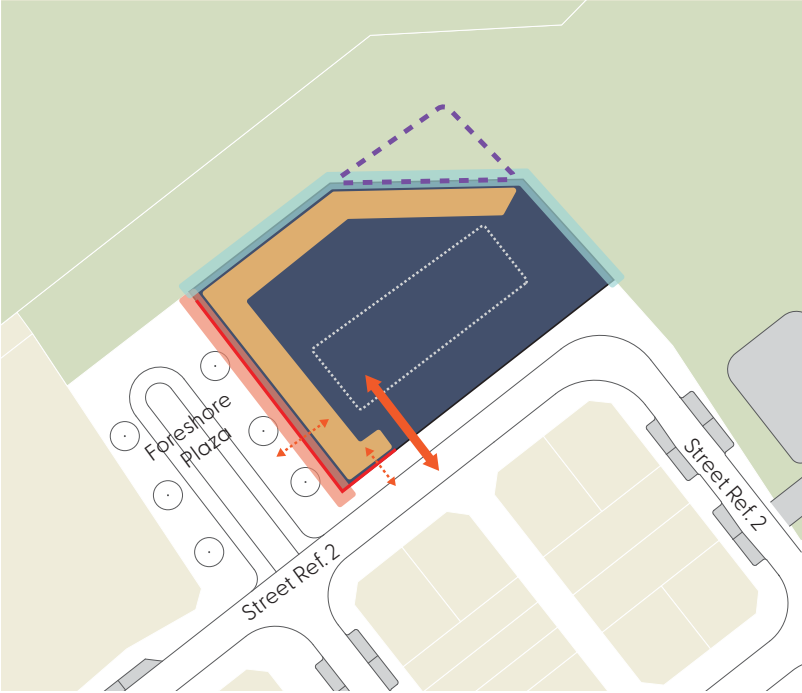
Figure 2: Indicative Coastal Village Built Form



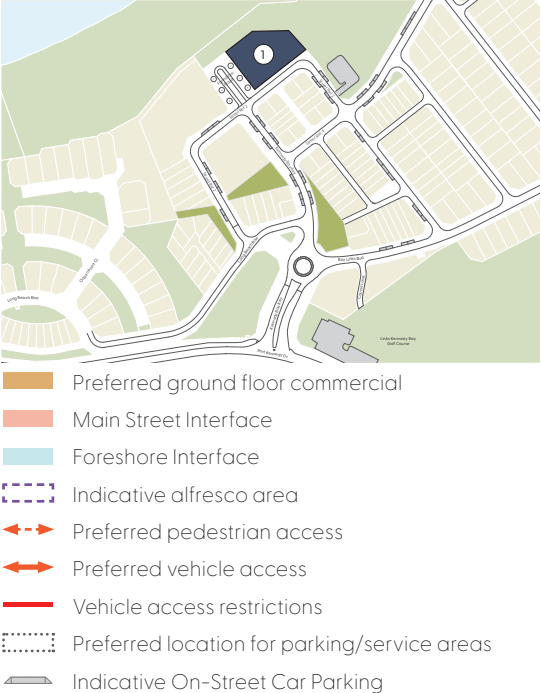
2.1 LOT ONE

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Commercial, cafe, restaurant, tavern, brewery, tourism, residential
Building height	Minimum Height: 7.5m minimum wall height (min 2 storey equivalent) Maximum Height: 3 storeys
Setbacks (Minimums)	Foreshore plaza Nil ground floor setback Nil upper floor setback All other boundaries 2.0m ground floor setback Nil upper floor setback
Pedestrian access	Location of pedestrian access provides safe, legible and convenient access for residents, and strengthens the connection to the Foreshore Plaza, main street and beach.
Vehicle access and servicing	Vehicle access to be provided from Street 2 only. Secondary vehicle access may be considered off Street 2 if required for servicing requirements. Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.
Parking	Centralising and concealing the impact of servicing and parking onto street edges, particularly away from the Foreshore Plaza. Car parking in this approximate location would allow for the siting of meaningful commercial, retail or residential building depths that address the adjoining streets Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be appropriate.
Overshadowing	No maximum overshadowing
Privacy	No privacy provisions apply
Landscaping	Development to provide a minimum 10% landscaping per site with a minimum dimension of 1.5m.
Streetscape	Development to front and provide an urban edge to Street 2, sleeving internal car parking, OR Provide a high quality landscaping interface to act as visual buffer between the carpark and adjoining development to the south-east.

Site Plan



Site Location



Prominent Locations

In addition to the requirements of Section 3, development is to address the following:

Foreshore Interface

Development should maximise northern aspect and views to the coast, without dominating the visual amenity of the foreshore area.

Development should avoid blank walls/façades, and large extents of non-operable glazing

Preferred commercial uses on ground floor with residential on upper floors.

Alfresco and uses that open out onto the foreshore area and foreshore plaza are encouraged, including a licensed alfresco area that leverages the relationship between the public and private realm (refer to the Kennedy Bay Landscape Masterplan).

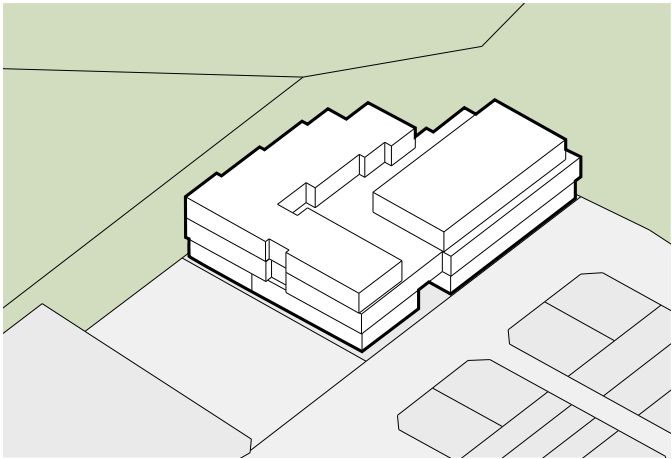
Main Street Interface

Building façades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric.

Development should avoid blank walls/façades, and large extents of non-operable glazing

Preferred commercial uses on ground floor with residential on upper floors. Alfresco and uses that open out onto the street encouraged.

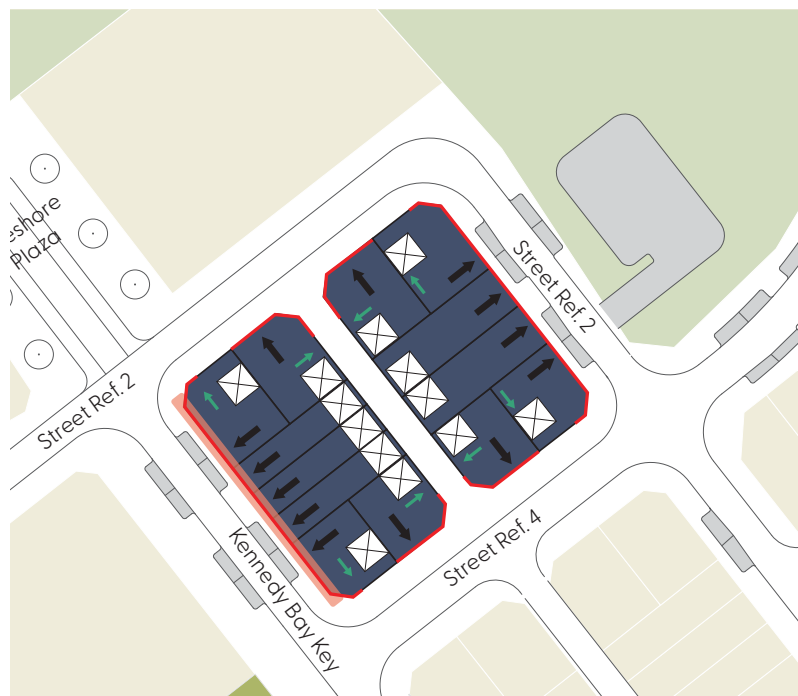
Indicative Built Form



2.2 LOT TWO AND THREE

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Residential, mixed-use Opportunity for commercial and home businesses on ground floor fronting the street.
Building height	Minimum Height: 7.5m minimum wall height (min 2 storey equivalent) Maximum Height: 3 storeys
Street setbacks	Primary Street 3.0m ground floor setback 2.0m upper floor setback Secondary Street 3.0m ground floor setback 2.0m upper floor setback Garages to be set back a minimum 3.5m. No additional setback to corner truncation. Laneway 1.0m ground floor setback Nil upper floor setback for a maximum of 2/3 of the site width.
Lot boundary setbacks	Boundary walls 7m maximum boundary wall height with no maximum length to both side boundaries.
Streetscape	The finished level of all of the lots with interface to public realm (excluding the laneway) must be elevated a minimum of 350mm and a maximum 500mm above the adjoining public realm. No visible retaining permitted in street setback area. Permeable fencing permitted to a maximum 12m height.
Vehicle access	Garages are to be located as per the locations designated on the LDP. Minor variations to the locations may be permitted.
Waste	Refuse collection is to occur from the rear laneway for those lots which abut laneway reserves.
Overshadowing	No maximum overshadowing.
Privacy	No privacy provisions apply.

Site Plan



Site Location



- Main Street Interface
- Primary Dwelling/Development Orientation
- Secondary Dwelling/Development Orientation
- Preferred Garage Location
- Vehicle Access Restrictions
- Indicative On-Street Car Parking

Prominent Locations

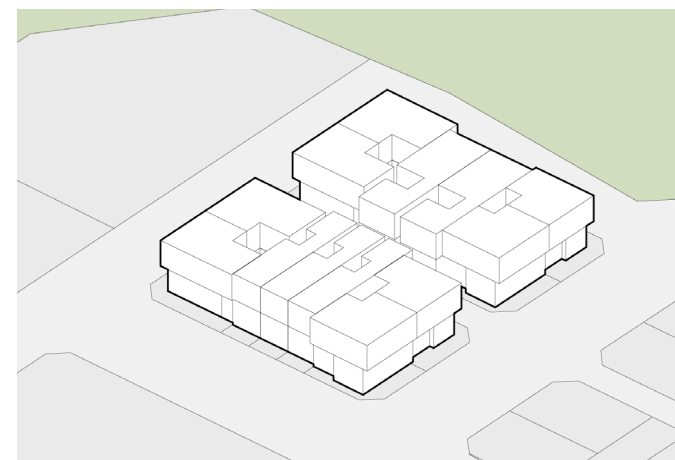
In addition to the requirements of Section 3, development is to address the following:

Main Street Interface

Commercial, mixed-use encouraged on ground floor with residential on upper floors.

Where residential is provided on ground floor, dwellings should provide an urban edge and ensure a high level of interaction with the street.

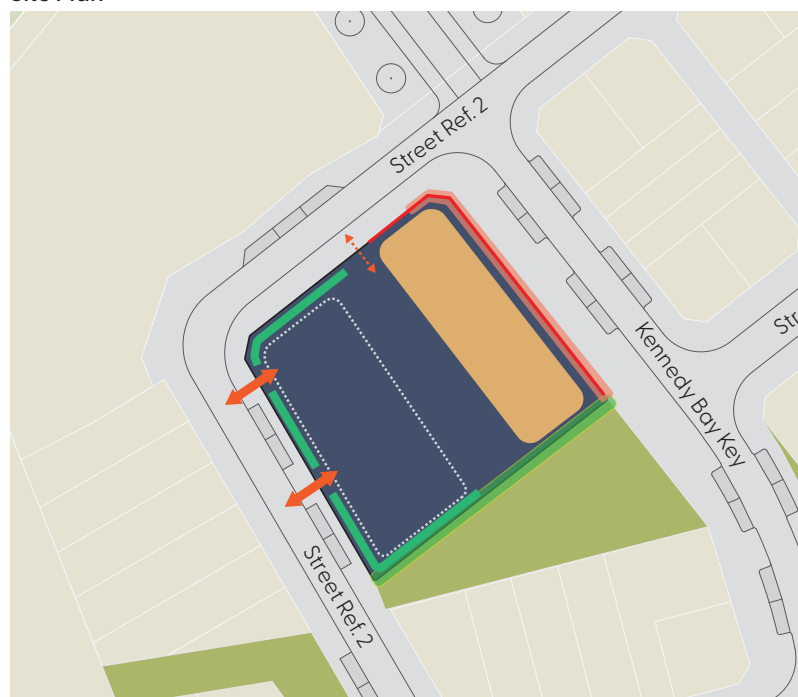
Indicative Built Form



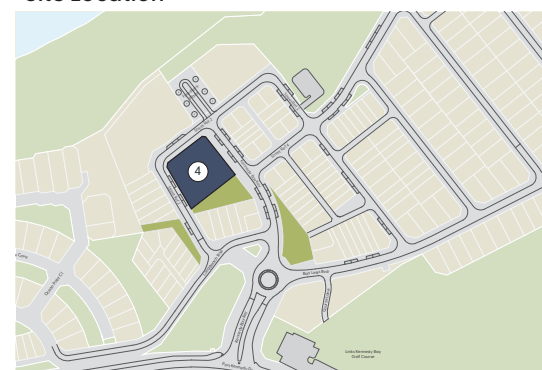
2.3 LOT FOUR

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Ground Floor: Commercial, cafe, restaurant, residential Upper floors: Residential, commercial, short-stay residential
Building height	Minimum Height: 7.5m minimum wall height (min 2 storey equivalent) Maximum Height: 4 storeys
Setbacks	Nil setback to all boundaries
Pedestrian access	Location of pedestrian access provides safe, legible and convenient access for residents, and strengthens the connection to the main street and POS
Vehicle access and servicing	No vehicle access is permitted from Kennedy Bay Key. Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.
Parking	Parking to be provided on the south western side of the site and to be concealed from the Main Street and POS areas. Car parking in this approximate location would allow for the siting of meaningful commercial, retail or residential building depths that address the main street. Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be appropriate.
Landscaping	Development to provide a minimum 10% deep soil area per site with a minimum dimension of 1.5m. The deep soil area is to be landscaped with a mix of large, medium and small tree sizes, for a minimum of 40% of the required deep soil area.
Streetscape	Provide a high quality landscaping interface to act as visual buffer between the carpark and adjoining development to the south-east. OR Development to front and provide an urban edge to Street 2, sleeving internal car parking,

Site Plan



Site Location



- Preferred ground floor commercial
- Main Street Interface
- POS Interface
- Landscape edge
- Preferred pedestrian access
- Preferred vehicle access
- Vehicle access restrictions
- Preferred location for parking/service areas
- Indicative On-Street Car Parking

Main Street Interface

Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric.

Development should avoid blank walls/façades, and large extents of non-operable glazing.

Preferred commercial uses on ground floor with residential on upper floors. Alfresco and uses that open out onto the street encouraged.

POS Interface

Development to provide passive surveillance of the public open space.

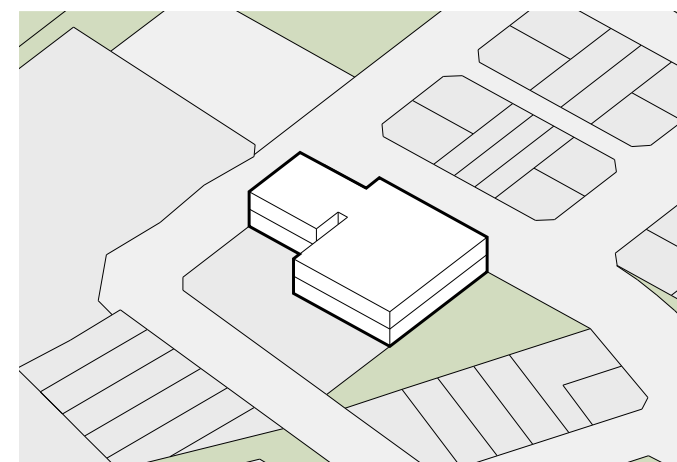
Alfresco and uses that open out onto the public open space are encouraged.

Development should demonstrate how CPTED design principles have been addressed through the design.

Prominent Locations

In addition to the requirements of Section 3, development is to address the following:

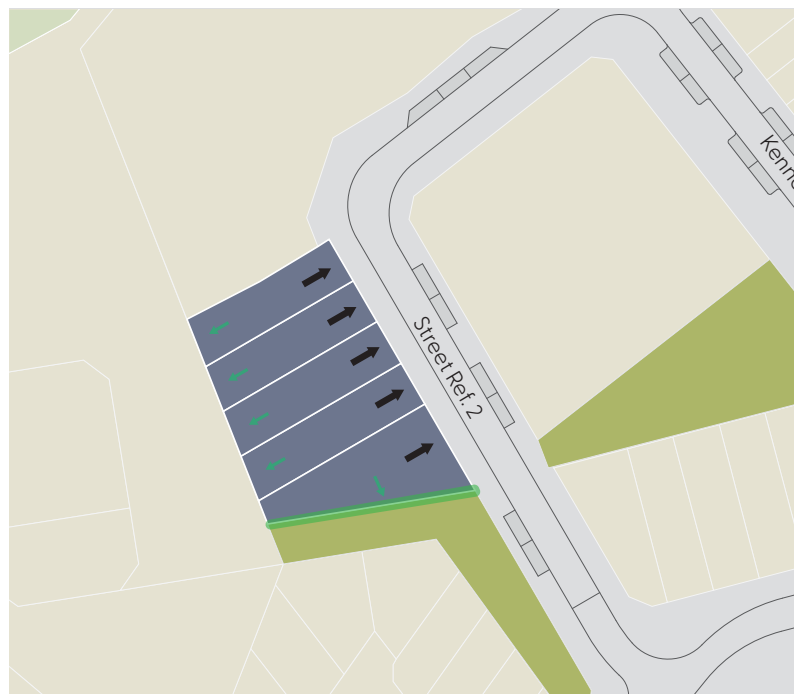
Indicative Built Form



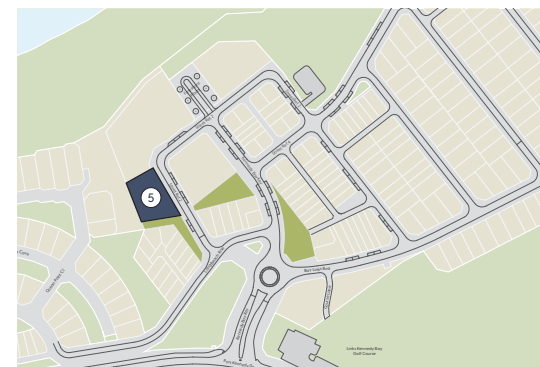
2.4 LOT FIVE

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Residential R80-R100
Preferred land use	Residential
Building height	Minimum Height: 7.5m minimum wall height (min 2 storey equivalent) Maximum Height: 3 storeys
Street setbacks	Primary Street 4.0m ground floor setback 3.0m upper floor setback Garages to be set back a minimum 4.5m.
Lot boundary setbacks	Rear setback 3.0m setback POS setback 1.5m Boundary walls 7m maximum boundary wall height to no maximum length to both side boundaries.
Streetscape	The finished level of all of the lots with interface to public realm must be elevated a minimum of 500mm and a maximum 600mm above the adjoining public realm. No visible retaining permitted in street setback. Development to provide passive surveillance of Street 2, with habitable rooms and balconies that front the street. Garages are permitted to a maximum of 70% of the frontage, provided: <ul style="list-style-type: none"> + the garage has been well integrated into the design of the front facade; + the upper floor projects a minimum of 1m forward of the garage; and + a minimum one small tree and adequate soft landscaping within the street setback area is still able to be achieved.
Vehicle access	Garages and driveway widths are to be kept to a functional minimum, prioritising pedestrian access and landscaping within the street setback.
Waste	Refuse/storage areas are to be fully integrated with the design of the building. Refuse storage areas shall be screened from view from the public realm.
Overshadowing	No maximum overshadowing.
Privacy	No privacy provisions apply.

Site Plan



Site Location



- POS Interface
- Primary Dwelling/Development Orientation
- Secondary Dwelling/Development Orientation
- Indicative On-Street Car Parking

Prominent Locations

In addition to the requirements of Section 3, development is to address the following:

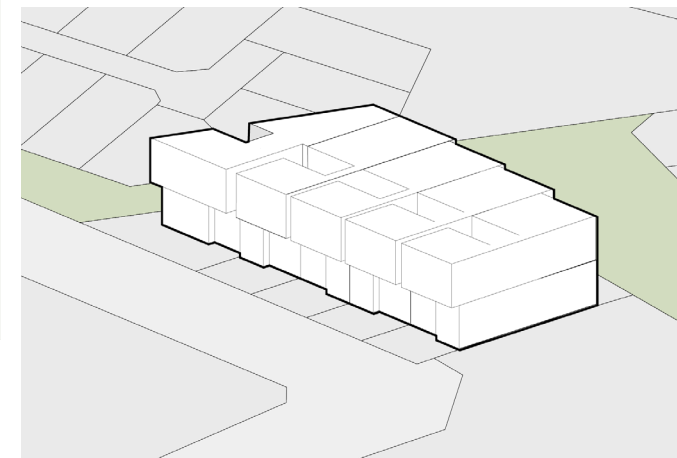
POS Interface

Visually permeable fencing of a consistent design is to be provided along the boundary of lots adjoining public open space.

Dwellings are to be designed to have a secondary orientation to the southern public open space, and incorporate at least one habitable room window to overlook the public open space.

Development should demonstrate how CPTED design principles have been addressed through the design.
Public realm to provide a 1.5m wide footpath between the lot and the public open space.

Indicative Built Form



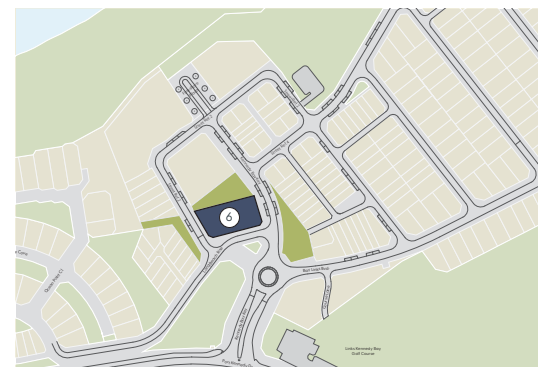
2.5 LOT SIX

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0; and Residential R80-R100
Preferred land use	Residential, mixed-use Opportunity for commercial and home businesses on ground floor fronting the main street and POS.
Private open space	Private Open Space is orientated toward the POS, optimising northern solar access into the dwelling and providing outlook and passive surveillance. All other Private Open Space requirements as per the R-Codes.
Building height	Minimum Height: 7.5m minimum wall height (min 2 storey equivalent) Maximum Height: 3 storeys
Street setbacks	2.0m ground floor setback (including garages) 1m upper floor setback
Lot boundary setbacks	Boundary walls 7m maximum boundary wall height to no maximum length to both side boundaries. POS setback 2.5m setback
Streetscape	The finished level of all of the lots with interface to public realm must be elevated a minimum of 500mm and a maximum 600mm above the adjoining public realm. No visible retaining permitted in street setback. Garages are permitted to a maximum of 70% of the frontage, provided: <ul style="list-style-type: none"> + the garage has been well integrated into the design of the front facade; + the upper floor projects a minimum of 1m forward of the garage; and + a minimum one small tree and adequate soft landscaping within the street setback area is still able to be achieved.
Vehicle access	Garages are to be located as per the locations designated on the LDP. Minor variations to the locations may be permitted.
Waste	Refuse/storage areas are to be fully integrated with the design of the building. Refuse storage areas shall be screened from view from the public realm.
Overshadowing	No maximum overshadowing.
Privacy	No privacy provisions apply.

Site Plan



Site Location



- Commercial R-AC0
- Residential R80-R100
- Main Street Interface
- POS Interface
- Primary Dwelling/Development Orientation
- Secondary Dwelling/Development Orientation
- Vehicle access restrictions
- Indicative On-Street Car Parking

Prominent Locations

In addition to the requirements of Section 3, development is to address the following:

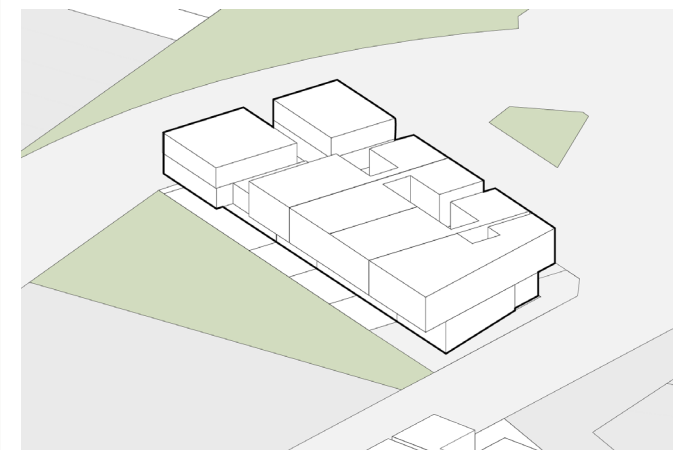
Main Street Interface

Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric.
Development should avoid blank walls/façades, and large extents of non-operable glazing
Preferred commercial uses on ground floor with residential on upper floors.

POS Interface

Development to provide passive surveillance of public realm, with active uses (for commercial), primary living spaces and balconies that overlook the public open space.
Visually permeable fencing of a consistent design is to be provided along the boundary of lots adjoining public open space.
Development should demonstrate how CPTED design principles have been addressed through the design.
Public realm to provide a 1.5m wide footpath between the lot and the public open space.

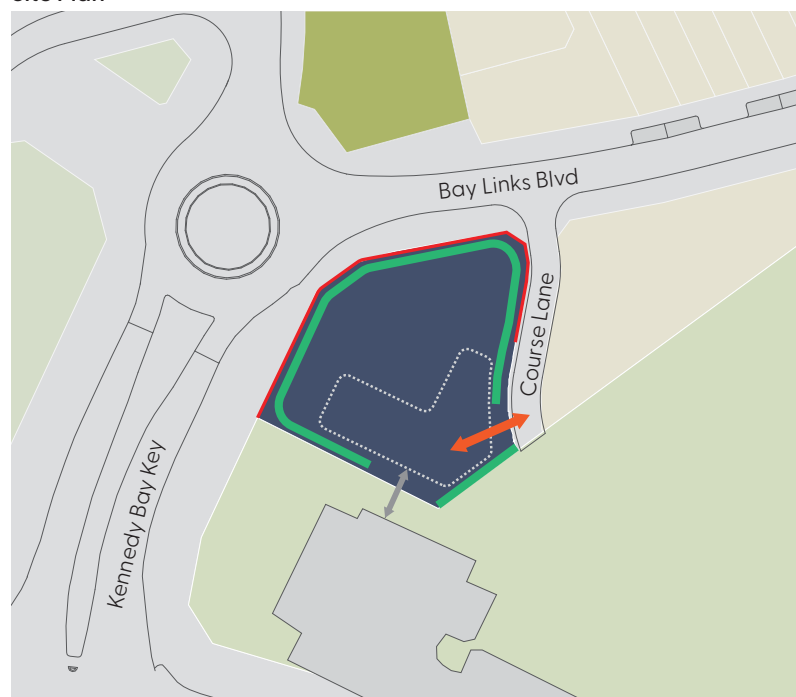
Indicative Built Form



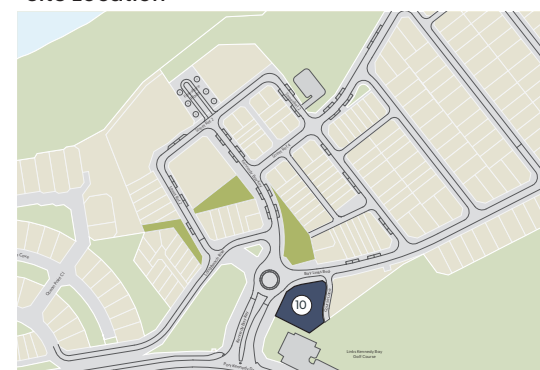
2.6 LOT TEN

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Child care, gym, health studio, recreation – private
Building height	Minimum Height: 6m at top of roof height to provide a consistent height datum with nearby Kennedy Links Clubhouse. Maximum Height: 3 storeys
Setbacks	3m minimum setback to all lot boundaries
Vehicle access and servicing	Vehicle access to be provided off Lane 1 only, minimising the impact traffic during peak drop off and pick up times. No access is permitted from Kennedy Bay Key
Parking	Parking to be provided on the southern side of the site. Opportunity to link with existing parking to the south, increasing parking availability.
Landscaping	Development to provide a minimum 10% deep soil area per site with a minimum dimension of 1.5m. The deep soil area is to be landscaped with a mix of large, medium and small tree sizes, for a minimum of 40% of the required deep soil area.
Streetscape	Landscape Edge Development to provide high quality landscaping within the setback areas, to provide an acoustic and visual buffer between development and the surrounding streets
	Street Address Development to provide a built form response that addresses both streets (Kennedy Bay Key and Bay Links Blvd), providing visual connection and articulation, and avoids the use of blank walls facing the street.
Overshadowing	No maximum overshadowing
Privacy	No privacy provisions apply

Site Plan

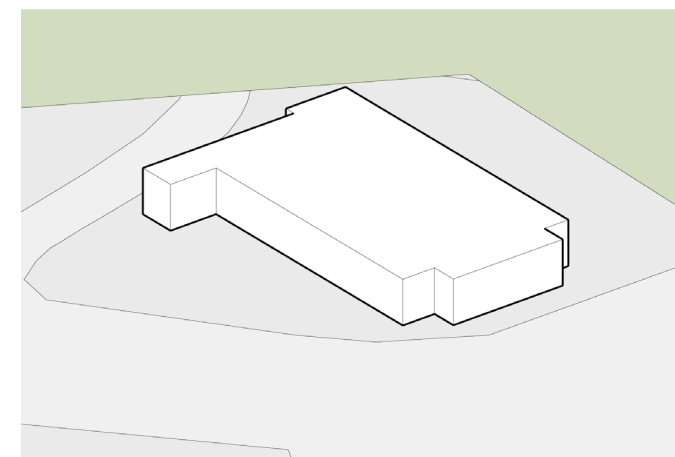


Site Location



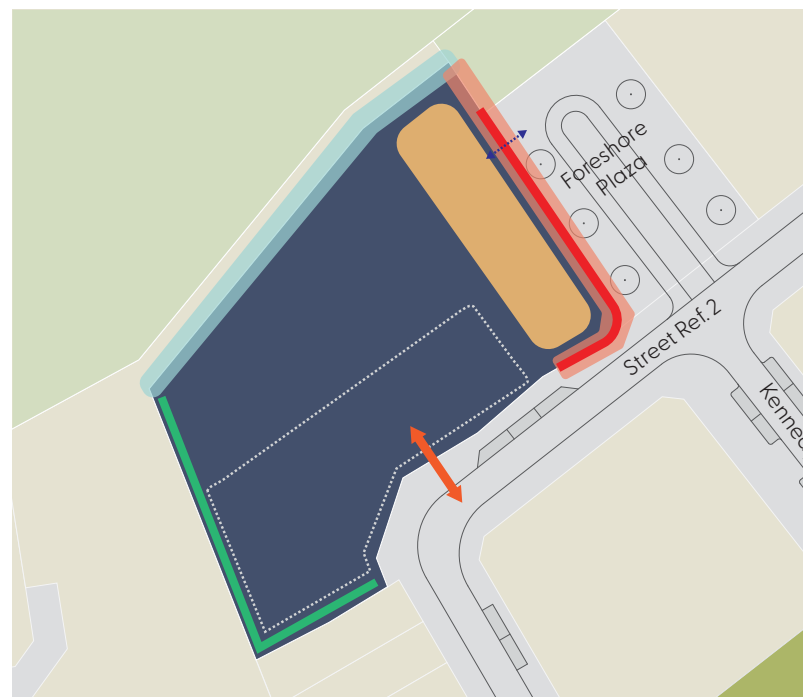
- Landscape edge
- ↔ Preferred vehicle access
- Vehicle access restrictions
- ↔ Potential carpark access
- Preferred location for parking/service areas
- ▬ Indicative On-Street Car Parking

Indicative Built Form

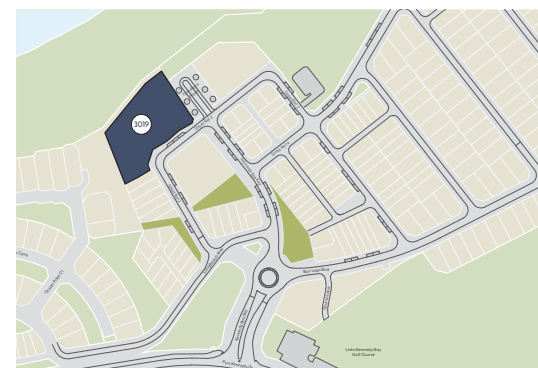


2.7 LOT THREE THOUSAND AND NINETEEN

Site Plan



Site Location



- Preferred ground floor commercial
- Main Street Interface
- Foreshore Interface
- Landscape Edge
- Preferred pedestrian access
- Preferred vehicle access
- Vehicle access restrictions
- Preferred location for parking/service areas
- Indicative On-Street Car Parking

DEVELOPMENT CONTROLS	
Structure Plan Zoning	Commercial R-AC0
Preferred land use	Commercial, cafe, restaurant, short-stay residential, tourism
Building height	Minimum Height: 7.5m minimum wall height (min 2 storey equivalent) Maximum Height: 3 storeys
Setbacks	3m setback to southern boundary. Nil setback to all other boundaries.
Pedestrian access	Location of pedestrian access provides safe, legible and convenient access for residents, and strengthens the connection to the Foreshore Plaza, main street and beach.
Vehicle access and servicing	Vehicle access to be provided from Street 2 only. Width of vehicle access to be kept to a minimum and integrated into the design of the building, reducing the impact on the streetscape.
Parking	Centralising and concealing the impact of servicing and parking onto street edges, particularly away from the Foreshore Plaza. Car parking in this approximate location would allow for the siting of meaningful commercial, retail or residential building depths that address the adjoining streets. Where parking can't be provided on-site, options for reciprocal parking and/or allocating parking throughout the precinct may be appropriate.
Overshadowing	Siting and design of development to minimise overshadowing on residential lots to the south.
Privacy	No privacy provisions apply
Landscaping	Development to provide a minimum 10% landscaping per site with a minimum dimension of 1.5m.
Streetscape	Landscape Edge A high quality landscaping interface is to be provided as an acoustic and visual buffer between the carpark and adjoining residential development. Street 2 Development to front and provide an urban edge to Street 2, sleeving internal car parking, OR Provide a high quality landscaping interface to act as visual buffer between the carpark and adjoining development to the south-east.

Prominent Locations

In addition to the requirements of Section 3, development is to address the following:

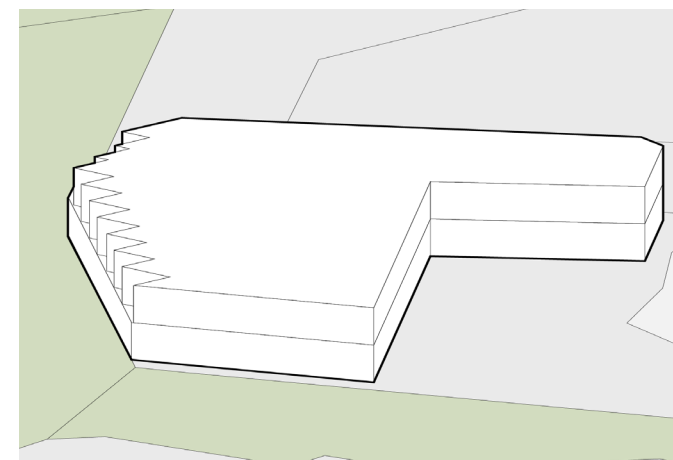
Main Street Interface

Building facades should provide activation at the street level through a mixture of glazing, signage, lighting and external building fabric.
Development should avoid blank walls/façades, and large extents of non-operable glazing
Preferred commercial uses on ground floor with residential on upper floors. Alfresco and uses that open out onto the street encouraged.

Foreshore Interface

Development should maximise northern aspect and views to the coast, without dominating the visual amenity of the foreshore area.
Development should avoid blank walls/façades, and large extents of non-operable glazing. Provide an articulated facade that minimises long extents of wall or balconies and provides visual interest and relief.
Preferred commercial uses on ground floor with residential on upper floors.
Alfresco and uses that open out onto the foreshore area and foreshore plaza are encouraged, including a licensed alfresco area that leverages the relationship between the public and private realm (refer to the Kennedy Bay Landscape Masterplan).

Indicative Built Form



03 PROMINENT LOCATIONS

Prominent Locations are identified in **Figure 3** and reflect important entries, spaces and interfaces in the Kennedy Bay Coastal Village precinct where the proponent must give additional design consideration.

For each Prominent Location a 'character statement' and 'matters to be addressed' have been outlined to guide development outcomes and assist in the design review process. Photo examples and additional diagrams are also provided.

Figure 3: Prominent Streetscapes Map



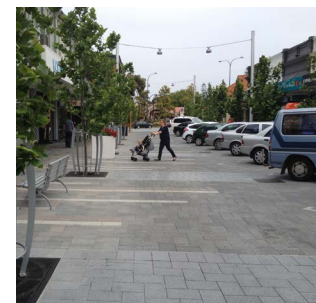
3.1 MAIN STREET INTERFACE

CHARACTER STATEMENT

The main street is comprised of a urban residential terraces to the north and mixed use development on the southern side, growing in intensity as the street moves towards the coast and foreshore area. The overall built character should reflect the relaxed, coastal village vision of the local centre, with a variety of colours, forms, materials and expressions that respond to the surrounding context. The character of all development facing the main street shall typically be fine-grain, providing a high level of pedestrian interest.

MATTERS TO BE ADDRESSED

- + Demonstrate an architectural response that utilises roofs and other overhangs to shade the façade below to create comfortable pedestrian environments. These should act in tandem with street trees to provide shade to the edges.
- + Demonstrate a commitment to quality of architectural resolution suitable for important main street façades. This should include materiality that is self-weathering to develop and improve character with age.
- + Mixed-use façades facing the main street have both landmark and social importance for Kennedy Bay. Demonstrate how the building's edges carefully consider this.
- + The main street's mixed-use development sites can capitalise on northern sunlight. Demonstrate how the building responds to this, favouring alfresco, restaurant, bar or hospitality uses with appropriate solar control.



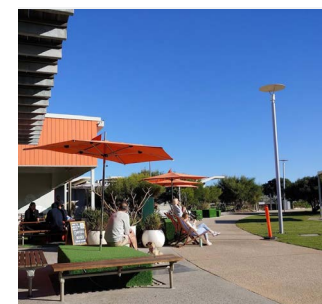
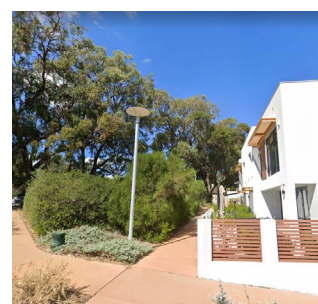
3.2 FORESHORE INTERFACE

CHARACTER STATEMENT

The foreshore areas is visioned as a combination of passive and active uses with large gathering spaces for community events and pedestrian/cycle networks accompanied by soft coastal planting (refer to the Kennedy Bay Landscape Masterplan in the Appendices). The built form character should not dominate the foreshore area, but sit respectfully in the coastal context. Active uses should work with the public spaces to attract, invite and provide amenity for the local community.

MATTERS TO BE ADDRESSED

- + The northern corners are highly visible from key public realm spaces and the wider foreshore area. Demonstrate how these corners provides a strong appropriate architectural and landscape response.
- + Demonstrate how active commercial uses can activate corners and take advantage of the landscaped public spaces provided.
- + Development sites will offer prominent views to the coast, demonstrate how it will be seen as a high quality landmark design
- + Development fronting the foreshore edge can capitalise on northern sunlight. Demonstrate how the building responds to this, favouring alfresco, restaurant, bar or hospitality uses with appropriate solar control.



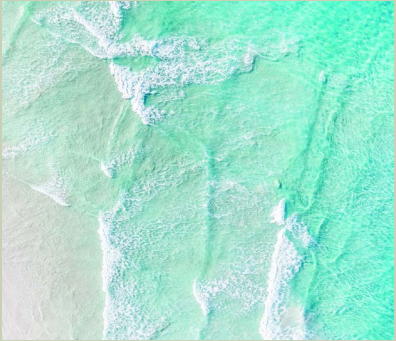
3.3 POS INTERFACE

CHARACTER STATEMENT

The central POS area will be a vibrant town square, encouraging activity and vitality, providing a prominent arrival to the civic hub. The areas of POS provide relief and greenery throughout the built form and provide transition and separation between uses. The relaxed urban streetscape should blend and engage with the POS to provide amenity for residents and visitors, with the opportunity for buildings to open out onto areas of landscaping.

MATTERS TO BE ADDRESSED

- + Demonstrate the building's strong landscape connection to the POS,
- + Demonstrate how interesting and legible pedestrian connections are created between the building and the POS.
- + Development to be designed in accordance with CPTED principles and ensure safety and amenity is maximised along building edges, with the opportunity for uses that can promote activity and use of the POS area.



kennedy bay





Appendix B Hames Sharley Parking Scheme Descriptions (March 2023)

LOT DESCRIPTION		NLA								LOT NOTES
LOT #	USE	NLA (G)	NLA (L1)	NLA (L2)	TOTAL NLA PER USE	LOT TOTAL NLA	SCHEME DESCRIPTION	BAYS AS PER SCHEME	BAYS PROVIDED ON SITE	SPECIFIC USE NOTES
3019	HOTEL	108	760	760	1628	2567	1 per bedroom + 1 per 5m2 bar/public (213m2)	57.6	92.34	60
	RETAIL	279			279		6 per 100m2 NLA	16.74		
	RENTABLE APTS	305	355		660		1 per bedroom + 1 per 5m2 bar/public	18		
1	TAVERN	797.4			797.4	2882.4	1 per 5m2 bar/public area	160	204	0
	APARTMENTS/TERRACES	147	939	999	2085		1 per bedroom + 1 per 5m2 bar/public	44		34
4	APARTMENTS		509		509	1589	1 per bedroom + 1 per 5m2 bar/public	12	76.8	10
	SHOP	1080			1080		6 per 100m2 NLA	64.8		30
10	CHILDCARE	471			471	471	1 per employee + 1 per 8 children	7 (for 56 children) 9 (staff)	16	9
TOTAL								389.14		143

Number of bays (Inc. Reccip Excl. Reciprocal)		
On-Street	54	54
Foreshore Reserve	39	24
Golf Course	135	45
TOTAL	228	123

Planning Reform allows for variation to minimum carparking standards, based on analysis of the precinct's parking needs.

Planning Reform

Proposed Changes to Planning and Development (Local Planning Scheme) Regulations 2015

Car Parking Provisions

A more flexible and consistent approach to the provision of car parking for non-residential development is proposed as part of the State's regulatory reforms.

Exemptions and Variations

The requirements to provide car parking will be exempt in certain circumstances and a consistent requirement will be introduced for any variations.

- For non-residential development, a new clause will exempt car parking requirements for all uses that are exempt from planning approval.
- In all other cases, the *Planning and Development (Local Planning Scheme) Regulations 2015* will include a standard and consistent clause which allows variations to minimum car parking standards where:
 - Reasonable efforts have been made to provide required parking on site.
 - The car parking to be provided will meet the demands of the development having regard to the likely use of parking, the availability of off-site parking, and the likely use of alternative means of transport.



Appendix C Local Centre Overall Layout (October 2023)

UNITED KINGDOM

BIRMINGHAM

Park Point
17 High Street
Longbridge
Birmingham
B31 2UQ

T: +44 121 475 0234

CAMBRIDGE

Nine Hills Road,
Cambridge
CB2 1GE

T: +44 1223 869949

MANCHESTER

8 Brewer Street
Hilton Square
Manchester
M1 2EU

T: +44 161 242 1162

BRISTOL

Brew House
Jacob Street
Tower Hill
Bristol
BS2 0EQ

T: +44 117 929 8856

LONDON

G.03
Wenlock Studios
50-52 Wharf Road
London
N1 7EU

T: +44 20 7253 8902

READING

The Aquarium
King Street
Reading
RG1 2AN

T: +44 118 956 0909

AUSTRALIA

MELBOURNE

Level 7
575 Bourke Street
Melbourne
VIC 3000
Australia

T: +61 370 330 210

PERTH

Level 27
St Martins Tower
44 St Georges Terrace
Perth
WA 6000
Australia

T: +61 370 330 210